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**GREAT DEVELOPMENT**  
To rush its development program for deriving electric power from streams in the high Sierras, the Southern California Edison Company has made application to the State Railroad Commission for a certificate of Public Necessity in order that it may immediately start the construction of another enormous power plant in the Big Creek-San Joaquin River water shed. This new plant, which will be known as Big Creek Number Three, will generate from and reuse the waters from Huntington and Shaver Lake after they have passed through the three big power houses on Big Creek and the San Joaquin River.  
District Manager C. E. Houston received notice today from G. C. Ward, vice-president of the Southern California Edison Company, in charge of construction, that the force of 2500 trained men under Manager of Construction E. R. Davis, who on August 11 completed Big Creek Power House Number Eight, which has a capacity of 30,000 horsepower, will move six miles down the San Joaquin River and begin work on the new property. This plant will have an initial capacity of 70,000 horsepower, and an ultimate capacity of 200,000, and will be brought into service early in 1923.  
In describing this important construction work, District Manager Houston says that a diversion dam will be constructed on the main San Joaquin River at a point just below the discharge from Power House Number Eight, and the water so diverted will be conducted through a tunnel line approximately six miles in length and twenty-three feet in diameter to the intake of the power house. The output during 1923 of the initial installation of Power House Number Three will effect a saving of a million barrels of fuel oil which would otherwise have to be consumed in steam plants to produce the equivalent amount of electrical energy.  
In addition to using the water from the main San Joaquin River Big Creek Power House Number Three also has available to it at the present time water from Huntington Lake and Shaver Lake, and with the ultimate development of the Big Creek project, will have available to it storage waters in Florence Lake reservoir, Blaney Meadows reservoir, Vermilion reservoir, Granite Creek reservoir, Jackass Creek reservoir and Chiquito Creek reservoir. The combined capacity of this system of reservoirs aggregates 500,000 acre feet, stored at elevations approximating 7000 feet. This will give to the new power house an enormous water supply for power purposes throughout the entire year, the water being delivered to the turbines under a total fall of 825 feet.  
The initial installation will consist of two generating units of approximately 25,000 kilowatts each. At the record breaking speed with which the construction forces of the Edison Company have brought into service 92,000 horsepower of new electric energy within the first eight months of this year, a pace has been set which warrants the belief that the first unit of the Big Creek Three plant can be placed in operation not later than April, 1923, and that the second unit can be completed up by July.

**URGE COMPLETION OF BOULEVARD FOR HARBOR BUSINESS**  
Associated Jobbers Call Supervisors' Attention To Delay In Plan  
Determined to see to it that there is no further delay in the construction of the Harbor Boulevard, Los Angeles shippers, through the Associated Jobbers, took steps to call the matter to the immediate attention of the Board of County Supervisors. It was stated that the Associated Jobbers have taken the matter up with the Chamber of Commerce and belief was expressed that the chamber also will use its influence in bringing about the completion of the remaining six-mile link between the city and the harbor.  
The Harbor Boulevard has been completed as far south as Compton which is about half the distance. So far \$171,000 has been spent on the highway, and it will require more than that amount to complete the work, according to a communication from the president of the Board of Supervisors a year ago.  
**Propose New Tax**  
Members of the board stated that it is intended to include a tax of about 1 cent on the \$100 valuation in the forthcoming budget. This will yield approximately \$125,000 in addition it was stated that the formation of an assessment district embracing the whole project will likely be necessary.  
In answer to this statement, Fred P. Gregson, secretary and traffic manager of the Associated Jobbers, an organization including leading shippers of the city, said:  
"There is no road in Southern California so seriously needed as the Harbor Boulevard. It is absolutely necessary to the industrial welfare of Los Angeles. It is an economic mistake that the road was not completed long ago.  
"The delays caused because it was proposed to form an assessment district is old stuff. We have heard that for the last several years. Meanwhile Los Angeles business men are getting their goods to and from the harbor the best way they can by truck, or else they are compelled to rely upon rail lines with additional hauls at terminals by trucks.  
"Such delays should not be permitted to continue. The business and industrial interests of the city have a right to demand better treatment. Last summer a letter was received from a member of the county board in which it was stated that he hoped to see the road completed within a year. The year has passed and not an additional foot of the road has been touched."  
**Before Commerce Chamber**  
The matter has been presented to the Chamber of Commerce and will probably be taken up at the next meeting of the board of directors. Also it was said that there is a probability that other organizations will urge the immediate completion of the highway.  
The Harbor Boulevard was started in 1915. Since its completion south to Compton there has been no further work on it. It is said by shippers that the old roadway between the city and the harbor is so cut to pieces that it cannot be used for trucking. At present most of the traffic is over the completed section of the Harbor Boulevard to Compton, and from there on it is necessary to use either the old road which is full of ruts or go over the unpaved stretch of the Harbor Boulevard, which is said to be in poor condition for trucking.

**WONDERS OF AMERICA**  
By T. T. MAXEY  
© Western Newspaper Union.  
**OUR GREATEST ZOO**  
FANCY a beautiful 264-acre park with lakes and a waterfall. People it with about 3,400 animals, representing 980 different families. Set it down eleven miles north of New York city's city hall and—presto, you have a zoological park which outstrips all similar institutions.  
The occupants of this animal world range in size from a four-ton elephant down to a pigmy field mouse weighing probably less than an ounce. The oldest inmate, a giant tortoise, tilts the beam at 225 pounds and is believed to be 200 years old. Give me a word with the stork and I'll tell you the age of the youngest member and to which family it belongs.  
A giant anteater is probably the most peculiar animal and the 22-foot-long regal python, weighing 170 pounds, the most unwelcome from the public's standpoint. The bears make a strong play for popular approval, but the apes are past grand masters in attracting attention to their "monkey shins." The woodchuck seems always to be "in the dumps," while the jolly little prairie dogs appear to be happy always. The sloth is the slowest-moving animal, while "Baldy", the big chimpanzee, leads when it comes to quickness of intellect and ability to receive training.  
The most discordant chorus greets one in the large bird house, where the commingled shrieks and squawks vary from that of the macaw which can be heard a mile to the lower utterances of the less noisy fowls—but, for a mixture of queer sounds, just step into the insect house.

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